

# The Standard

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SAINT JOHN, FRIDAY MORNING, MAY 19, 1911.

## THE \$35,000,000 GUARANTEE.

Nearly six months after the opening of the session of Parliament, and within eight days of its adjournment, the Government presents a tired and dejected House with a project to increase the obligations of Canada by about \$35,000,000 by way of financing another line of railway from Montreal to Port Arthur. The particular method by which this is effected is by guaranteeing bonds to the amount of \$35,000,000 per mile, upon the thousand miles between these points. A portion of this road is already built, a large part of it runs through old and well settled country, and for the greater part of its proposed mileage, it parallels one or other of two existing railway systems.

The reason alleged for this immense subvention is that another outlet is necessary in order to provide transport from the West. Already we have the Canadian Pacific which is quite sufficient, without double tracking, to carry at least five times the quantity at present offering from the West. We have also under construction the Grand Trunk Pacific, which is costing this country a full \$200,000,000, and which when completed will for many years be sufficient to carry across the less productive stretch from Winnipeg to North Bay and Quebec, many times more than will be offered for transport.

This year also the Government is beginning the construction of the Hudson Bay Railway which will cost at least \$20,000,000 to \$25,000,000 to build and equip. The purpose of this construction is to provide an outlet for Western products, chiefly grain, to Europe. Then there are the systems of lake and canal carriers, which ply their vessels from the Upper Lakes to Kingston and Montreal. To render these systems more effective, the Government has begun the construction of a new Welland Canal, which is estimated to cost \$30,000,000, and has promised to begin as soon as possible the building of the Georgian Bay Canal, estimated to require \$100,000,000 for completion.

And all this on the top of an estimated expenditure for the year 1911 of \$156,000,000 already brought down to the House. This estimated expenditure is almost exactly four times as great as that of 1896, the extravagance of which so alarmed the reformers then eager for office, and permeated with the stern desire for economy and retrenchment.

The fortunate aspirant for and beneficiary of this subvention of \$35,000,000 is the Canadian Northern Company of Mackenzie and Mann, which already operates some 4,000 miles of railway in the West, and is under contract with the government of British Columbia to extend its line to the Pacific, and for which it receives very valuable considerations. The Minister of Railways declares that this 1,000 miles of road, thus subsidized, will pay from the very moment it is completed, and Sir Donald Mann in a recent interview makes the same statement. The question naturally arises why with such prospects the country should bear the brunt of providing \$35,000,000 per mile by way of guaranteed bonds. For pioneer roads, through new country, government aid can be well justified, but for a rival line to one completed and another nearly completed system, through mainly an old and well served section, justification is not so easy.

The Government guarantees principal and interest at 3 1/2 per cent. on the bonds for 50 years, and takes a first mortgage on the greater part of the line and a second mortgage on a small portion, together with the covenant of the company. But it holds no security on the terminals, and in case of default, would find itself with a trunk line without a single terminal. It would in that case have an unworkable line upon its hands. The Government has made no careful estimate of the total cost per mile. It guesses at \$50,000, and if that be true it is providing 70 per cent. of the cost, and leaving the company to provide but 30 per cent. This is generous to a degree.

But the company has subsidies beside this Government guarantee of \$35,000,000 per mile. The Government of Ontario has granted 4,000 acres of land in the fertile clay belt, for 500 miles east of Port Arthur, a total of 2,000,000 acres. At \$5 per acre this means \$10,000,000 or \$10,000,000 per mile of its total length. Then the Province of Quebec has granted 2,000 acres per mile for 65 miles west of Montreal, making 130,000 acres which at the same valuation equals \$650,000. In addition to these the Government of Ontario has guaranteed bonds of \$20,000,000 per mile for a portion of the line. The Dominion Government has granted and paid \$6,400 in cash to the portion from Hawkesbury to Ottawa, 60 miles, a total of \$284,000, and has granted a similar cash subsidy for the part from Montreal to Hawkesbury, 65 miles, which will total \$416,000.

It will thus appear that in land and cash subsidies, outside the present aid, the company is provided with the equivalent of the other 30 per cent. necessary to construct the road on the basis of \$50,000 mile cash. But this is not all. The Dominion Government proposes to pay the interest upon the \$35,000,000 per mile bonds for two years after completion, and to carry this with interest thereon for the 50 years life of the bonds. This will, roughly calculated, add \$3,000,000 more to the obligations of the country. Messrs. Mann and Mackenzie have provided themselves enterprising and successful railway builders and the Governments and people of Canada have stood behind them with great good will and substantial financial aid. But no sound argument has been advanced by the Minister of Railways for this latest move, as unexpected as it is unwarranted by any facts that have been shown, or necessity demonstrated.

The minister says he has no apprehension that the bonds will not be met at maturity, and that the country will lose one cent. This could be said of many enterprises with regard to which neither sound policy nor good sense would justify a government in assuming large financial obligations. The justification on the grounds of public interest and necessity is the only one that should have weight, and this the Government has scarcely attempted to make. The plea of the Minister of Railways in that direction was impressive only by its weakness. "Part of the transaction we must leave for another issue."

## DECEIVING THE FARMERS.

Advocates of Reciprocity have practically abandoned hope of converting the Canadian manufacturer and are concentrating their energies on the farmers who are asked to believe that the Taft-Fielding pact will open up a glorious future for them by offering "larger markets" for their products in the States. The official records from the Department of Commerce and Labor at Washington, however, offer the Canadian farmer very poor consolation. Under scientific methods the agricultural output is rapidly increasing. Last year the republic produced 737,000,000 bushels of wheat as against 664,000,000 bushels the preceding year. Last year the United States exported \$133,191,230 worth of breadstuffs and \$347,442,923 worth of all kinds of farm products.

Of this output the exports to Canada were:—  
Living animals . . . . . \$ 2,416,207  
Grain . . . . . 17,536,433  
Breadstuffs . . . . . 833,095  
Provisions, vegetables and potatoes and fruits . . . . . 6,458,101  
Seeds . . . . . 1,029,021  
Hops and Jute . . . . . 431,009  
Hay, oilcake, hides and skins, and oils . . . . . 4,941,877  
Total . . . . . \$33,755,743

If the United States farmer sells nearly \$34,000,000 worth of his products in the Canadian market, the Canadian farmer, on the other hand, has to assume when the duties are all swept away?

In 1909 the other countries which, as a result of the Washington Agreement, would gain free access for their agricultural products into Canada, yielded upwards of 1,000,000,000 bushels of wheat as against a Canadian harvest of 167,000,000 bushels. In that year those same countries exported farm and dairy produce valued at nearly \$656,000,000. In the last six years they sold in Canada \$33,265,102 worth of agricultural products. This was at the rate of \$5,500,000 per annum.

In short, including the United States, the countries named export to Canada nearly \$40,000,000 worth of farm stuff every year. They have done this in face of the moderate tariff which has protected the Canadian farmer. What a tremendous influx of foreign agricultural produce would ensue were the customs duties to be swept away, as Mr. Taft and Mr. Fielding propose, and were the Canadian farmer thus to be exposed to unbridled competition from half the world!

Only victims of the free trade fetish wilfully shut their eyes to the actual facts of a grave economic situation. A majority of Canadian farmers will vote against Mr. Taft's project as well as most Canadian merchants and workmen. The latter will also recognize in this whole scheme a grave menace to the manufacturing industries from which they largely draw their living.

## THE ANTI-HOME RULE CAMPAIGN.

The opponents of Home Rule in Ireland with headquarters at Belfast are making a vigorous fight against the danger they see threatening in the attitude of the Asquith Government. Already the sum of \$500,000 has been subscribed to pay the expenses of a great anti-Home Rule campaign, and the Unionist Association of Ireland at a recent meeting in Dublin put the finishing touches to the elaborate arrangements for the campaign.

The first batch of speakers and canvassers have already left Ireland for England and Scotland in order to begin the task of educating the "predominant partner" on the intricacies which will immediately follow the granting of Home Rule. Reports from all the districts in Ulster show that the development of the Unionist Club movement is remarkable. Even the most apathetic loyalist has awakened to the dangers which threaten his country in the form of a Redemptive parliament in Dublin, with the result that the membership of the Unionist Clubs is expected soon to exceed the two hundred thousand of 1893.

Already much work has been done by individual clubs in the task of educating the people of England and Scotland by the members writing letters and sending copies of Irish Unionist papers to members of Unionist associations in England and Scotland. This work was one of the most important features of the programme of the Unionist Clubs in Ireland during the previous crisis, and the present method, due to the experience gained in 1892, is reported to be an improvement on the old system. From present indications the struggle will be marked with all the old bitterness of former years.

## Current Comment

(The Christian Guardian.)

Should a member of Parliament have his house painted by Government painters and with Government paint, providing he pays for the work and the paint? This was settled in the affirmative at Ottawa by a strictly party vote. But the ordinary honest citizen will probably have his own opinion in the matter, and it will be that it is not wise to allow such things. Men may be honest—all members of Parliament are supposed to be strictly so—and men may pay all that a thing is worth even to a Government; but we confess that, in our opinion, a member of Parliament cannot afford, and the country cannot afford, to have even a breath of suspicion attach to him in his dealings with the Government.

(Sarnia Canadian.)

Reduced to few words, what President Taft means is that in his opinion, the movement for Imperial union with a preferential arrangement for the colonies will soon come to the front in Great Britain; and it is important for the United States to checkmate the movement; that this can be done by detaching Canada from the Imperial scheme; and that in his opinion the way to wreck the plan for Imperial union and a tariff preference for the colonies is to get Canada at this juncture committed to reciprocity.

(Calgary News-Advertiser, Lib.)

Mr. Oliver must not expect to bluff it off with cuss words. He must dig up and show down. If he's a man it won't hurt him. If he's a grafter, the experience will do him good. The public wants to know where the money came from. And for Sir Wilfrid's information, we would like to remark that unless Mr. Oliver tells and proves that he is telling the truth, the Government will promptly lose Alberta.

(Windsor, Ont., Record.)

The indiscriminate use of slang is deplorable enough when it comes from male lips, but it grates on the ears when uttered by the daughters of Eve. It robs womanhood of one element that has commanded the respect of mankind—refinement. A woman has as much right for freedom of speech as a man and she usually exercises the prerogative, but the slangy girl blocks her own advancement by displaying her lack of culture.

(Montreal Herald.)

It is sentimentally adding to learn that Scotland is losing population; but from a large Imperial standpoint one may question if a Scotsman in Canada is not better than a Scotsman in Scotland at this juncture of affairs, and this is where most of them are coming. The rest are probably going to London, where they are exceedingly useful in governing the Empire.

## WILL PROBE THE CEMENT MERGER

Mr. Fielding Says a Thorough Investigation will be Made by a Committee of the House.

Ottawa, May 18.—The Commons spent a busy morning in an attempt to clear the slate for Friday's adjournment. Most of the morning was devoted to the railroad bill, but before it was taken up the opposition got some questions answered.

It was stated by Hon. Mr. Lemieux that the cadet officers of the Naval Coronation contingent were Lieutenant Graham, Midshipman Victor Brodeur and Percy Nellis.

Hon. Mr. Fielding wanted to know if the government was going to investigate the charges recently made against the Cement Merger by Sir Sandford Fleming.

Hon. Mr. Fielding answered that the matter was now before a committee of the House of Commons, to the "free list" because Messrs. Fielding and Patterson could not get it on. The country must have a tariff for revenue, etc. Mr. Guthrie says it is quite plain that a stove manufacturer would sell cheaper if he made 10,000 stoves than if he only made 1,000. It is not the manufacturing of stoves, but the selling of them that counts, and if a Canadian maker of stoves turned out 10,000 where he now turns out 1,000 per annum, he might give them away. Sell them he could not.

Mr. Guthrie compares the farmer's butter and egg yield with the Canadian post office department. For my part I fail to see the analogy. Mr. Guthrie says in effect that the Liberals are the only true and genuine Imperialists, that their leader is the man who has given Imperialism a real meaning, and who will be the dominating figure at the Imperial Conference. Let us suppose for a moment that Sir Wilfrid had adhered to his resolve and had refused to attend!

Would the Empire have survived? Would it not have been nearly as bad as if we had been struck by Halley's comet?

Mr. Guthrie says farm land in Wellington county, Ont., with buildings sells for from \$5,000 to \$10,000 per acre, and that poor land in Ohio sells for \$25,000 to \$30,000 per 100 acres. A person purchasing land in Ohio is paying interest on from \$15,000 to \$20,000 dead capital as compared with the farmers of Ontario! That is to say: The Yankee would be paying from \$900 to \$1,200 annually in the shape of interest over and above the Canadian!

And what does he get in return? If he is in the cattle business he will receive one cent per pound, live weight, more than the price in Toronto.

So says Mr. Guthrie, M. P. He seems very anxious that President Taft should be allowed to "finish his work" and make us all millionaires!

But I had almost forgotten B. D. Neely, M. D., M. P. Sank. I beg the doctor's pardon. On 6th of May, in the Opera House, Fredericton, the doctor showed the benefits of reciprocity from the western view point.

The western wheat growers wanted reciprocity. To what? Why so they could sell their wheat to the Yankees. And what do you suppose those Yankees intend to do with it? Ship it to Liverpool by way of Montreal, St. John and Halifax?

No sir! It will be taken to Minneapolis and there ground into flour, middlings and bran.

Dr. Neely says he is confident that reciprocity won't cause trade to run north and south. If not, what is the good of it from Mr. Fielding's point of view?

Dr. Neely says, "Our Canadian railways would draw wheat from all over the western states, and hurry it to Montreal and St. John for shipment." This statement is more than two-thirds false. The Grand Trunk ships at Portland, Me. The Grand Trunk Pacific intends to ship at Boston, Mass., and at Providence, R. I. What Mackenzie and Mann intend to do, remains to be seen. The only cross country railroad that can be depended upon to build up Montreal, St. John and Halifax, is the Canadian Pacific Railway.

Maplewood, N. B., May 16.

Special Values in Summer Hats. For today and tomorrow only special values in made summer hats are offered at Martin's. P. A. Landry, Dorchester; G. W. Barnett, Moncton; E. G. Voy, Boston; Mrs. G. H. King, Chipman; R. H. Leveillé, N. Y.; Mr. Bertrand, Paris; E. Tiffin, Moncton; J. P. Armstrong, Bathurst, New Brunswick.

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## RECIPROCITY ARGUMENTS?

To the Editor of The Standard.

Sir,—And so St. John has been visited by Hugh Guthrie, M. P. of South Wellington, Ont., and he has been reciprocity, manufacturing, trade, etc. He said in his late speech in the rink that dressed lumber was not on the "free list" because Messrs. Fielding and Patterson could not get it on. The country must have a tariff for revenue, etc. Mr. Guthrie says it is quite plain that a stove manufacturer would sell cheaper if he made 10,000 stoves than if he only made 1,000. It is not the manufacturing of stoves, but the selling of them that counts, and if a Canadian maker of stoves turned out 10,000 where he now turns out 1,000 per annum, he might give them away. Sell them he could not.

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